Washington State Department of Transportation

SOUNDTRANSIT

FINAL MEETING SUMMARY
SR-520/TRANS-LAKE WASHINGTON PROJECT
TECHNICAL COMMITTEE
MUSEUM OF HISTORY AND INDUSTRY, SEATTLE
MAY 15, 2002 — 9:00 A.M. – 12:00 P.M.

The Technical Committee of the Trans-Lake Washington Project met on May 15, 2002 at the Museum of History and Industry in Seattle, WA. Discussion focused on proposed methodologies for preparing the draft environmental impact statement (DEIS), proposed transportation demand management (TDM) program components, interchange and managed lane work. All input received will be summarized for the Advisory and Executive Committees. Technical Committee members not present on May 15 are encouraged to provide specific feedback to the project team as soon as possible so that it can be included in the material provided to the other committees. Please submit comments on the TDM program by May 31 to Jean Mabry or John Shadoff, WSDOT. Comments concerning the EIS methodology will be accepted until the EIS is published.

RESPONSES TO COMMITTEE COMMENTS ON EIS METHODOLOGIES

A comment matrix was provided to the meeting attendees, which provided Technical Committee comments and team responses for the *Trans-Lake Washington Project EIS Methodology Report – DRAFT 5/10/02*. Lorie Parker, CH2M Hill, went over the project team's responses to major Technical Committee participant's comments.

Air Quality

The project team has recently drafted the air quality portion of the EIS impact methodology report; this was distributed during the meeting. The project team met with an air quality specialist, Paul Carr from Puget Sound Clean Air Agency (PSCAA), and the City of Medina to discuss the air quality methodology and modeling. The City of Medina has existing air monitoring stations that will contribute to project air quality analysis. Doug Schulze, City of Medina, has offered Medina air quality analysis with controls, along with local and regional data.

Lorie pointed out the air quality portion of the matrix and discussed the project team's responses. Many of the air quality suggestions were from PSCAA.

- The project team has agreed to perform the emission burden analysis for the 6-lane alternative for the years 2010, 2020, and 2030 to determine the "worst-case" year in terms of air emissions. The remaining alternatives will use the "worst-case" year for the emission burden analysis. The intersection analysis will use three of the six worst-case scenarios. If the year 2020 is used, the project team will have to go back to do the analysis.

- Where there are factors available, emissions will be calculated for carbon monoxide, volatile organic compounds, PM10 and PM2.5.
- Emissions will be calculated to the extent information is available to calculate them.
- Mitigation measures will be proposed for both construction and operation phases. The project team left the mitigation measures language generic.
- Regional ozone conformity will be assessed quantitatively using an emissions burden calculation and comparison to the emission budget allowed by the State Implementation Plan if the project differs substantially from that analyzed in the MTP and TIP, with opportunities for debate.
- A qualitative analysis of the air toxics impacts and PM2.5 associated with mobile sources will be provided.
- No additional monitoring is proposed but other sources of data may be used.

The following questions and comments were brought up at this time:

- Paul Carr, PSCAA, stated that the key is to look at the peak year of emissions, which is generally the last year. Analysis should focus on searching for trends and gathering quantitative data. The project team with WSDOT's assistance will include construction impacts in the analysis.

- Bernard Van De Kamp, City of Bellevue, asked how the EIS impact methodology report will relate to other disciplinary reports. He asked if there are alternate ways to find a peak year other than 2030. Paul Carr stated that the last year is usually the year with the most damaging air quality

- Ann Martin, King County, asked how climate change and global warming (CO^2) would be integrated into the analysis. She noted that several major transportation projects are accumulating impacts and that the Trans-Lake Washington project should examine possible global warming effects. Peter Beaulieu, Puget Sound Regional Council (PSRC), suggested to provide an educational statement on global warming in the report. Paul Carr noted that a qualitative global warming description could be added. Jonathan Freedman, US Environmental Protection Agency (EPA), stated that global warming is the largest of all cumulative impacts and that at this point there is an incomplete understanding of how projects contribute to global warming. He suggested that global warming be discussed in the context of NEPA. Jim Leonard, Federal Highway Administration (FHWA), noted that the FHWA policy is to not address global warming and this has not been addressed in the I-405 project.

Fish Resources

Lorie discussed the project team's responses to the fish resources section. Many of the fish resource suggestions were from Emily Teachout on behalf of the US Fish and Wildlife Service (USFWS), including titling this section fish resources, instead of fisheries.

- The EIS methodology report states that hydrologic changes and their effects on fish habitat will be qualitatively evaluated. Given the fact that the impervious surface increase is not concentrated at one location, but rather added to the margins of existing narrow and linear impervious areas, a quantitative analysis of groundwater recharge and baseflow/hyporheic reductions and the specific interrelationship between recharge and discharge at any location is outside the scope of this EIS. The methodology report has been modified to clarify that temperature is one of the water quality issues that will be addressed as part of the direct impact analysis.
- The project team will assume that loss of direct natural recharge (a qualitatively delminimus amount compared to overall regional recharge) can be replaced, at least in part, through local infiltration of stormwater. The methodology report has been modified to indicate that the team will coordinate with regulatory agencies to determine other appropriate mitigation measures, beyond standard BMPs, to address fish habitat impacts.

The following suggestions were brought up at this time:

- Emily Teachout suggested that her hydrologic impact comments were being considered out of context and that these comments were referring to the overall region. She felt that it is inappropriate to state that the project team does not know the indirect and secondary impacts. By taking the indirect analysis out, it is hard to link the impacts. The stormwater analysis should not examine just the roadway footprint, but should widen the study area to include areas around the footprint. She would like the preliminary basis of the indirect impacts to be presented and would be disappointed to hear that the indirect impacts would not be included. The analysis should be done at a coarse scale, qualitatively, on the sum total of stormwater impacts. There should be a meeting to discuss indirect impact analysis, for those interested. She noted that she will be unable to give the proposed EIS methodology approval with incomplete sections, especially since many sections are linked. Lorie responded that the indirect and cumulative effects will be presented at the next Technical Committee meeting and will be a part of the EIS analysis. Paul Krueger, WSDOT, stated that the project team plans on completing the indirect and cumulative impact sections by May 23 and that a tentative meeting is being planned on May 30 to go over the indirect and cumulative analysis.

- Peter Beaulieu, PSRC, suggested that the project team look at water resource issues on a basin-wide basis and use basin-wide strategies. He would like to see

direct reference that lessons learned on I-405 and transferable solutions are carried across corridors.

Hazardous Materials, Land Use and Economics

Lorie stated that a supplemental hazardous material survey will be conducted prior to the demolition of structures, after final design is complete. This work will not be a part of the EIS. The method for conducting the survey is a standard construction practice. Lorie noted that property value impacts will be addressed for properties within one-half mile from the project footprint.

For the land use and economics sections, the following responses were provided:

- The loss of property tax base (assessed value) from displacements will be estimated in the analysis of economic effects.
- Impacts to property values are not addressed in an EIS analysis. Property values are more directly related to the availability of land and the manner in which development occurs in response to market factors as regulated by local development standards and comprehensive plans. In addition, there is no widely accepted forecasting model for predicting with any certainty the nature and magnitude of changes in future property values in response to transportation improvements.

For this portion of discussion, the following questions and points were discussed:

- Eric Chipps, City of Seattle, questioned why hazardous materials analysis is not being done at this stage.

- Doug Schultz, City of Medina, noted that several Medina homeowners' property values are directly affected by this project. He questioned the methods of determining property values. He discussed how spreading news about the project has deferred potential buyers and therefore lowers property values. It is unclear when this project will be built.

Noise and Recreation

Lorie mentioned that there have been requests to measure noise using techniques beyond those normally used. In response to this request, the project team is performing supplemental 24-hour average daily Ldn noise levels to be included in the noise technical report, as well as normal measurements. A 10 dBA increase will be considered for mitigation if the resulting noise level is greater than 50 dBA. The project's pilot studies indicate that when there is a 10 dBA increase, a similar increase will be seen in 24-hour average noise levels.

In addition to this response, the following responses to the noise and recreation sections were provided:

- Construction noise and vibration impacts will be addressed in the EIS using general construction staging assumptions from the design team.
- Schools, churches and other institutional uses, such as libraries, are considered residential land uses for the purpose of the noise analysis. Outdoor locations at those sites will be monitored to determine the noise impacts. If there is an indication that indoor levels may be more than 52 dBA, then indoor monitoring will be done to determine levels and modeling done to predict levels. If predicted indoor levels are over 52 dBA, mitigation measures will be investigated.
- The Land Use section will analyze any potential conflicts to Shoreline Management Act (SMA) policies, including any shorelines designated for recreation. If shoreline recreation impacts exist, the recreation section will discuss the impact to the facility and will defer to the land use section for an analysis of consistency with the SMA policy.

At this time, discussion yielded the input:

- Ann Martin, King County, asked whether the noise monitoring would be done in nighttime conditions.

- Terry Swanson, Washington State Department of Ecology (Ecology), reiterated that she would like the SMA to be addressed in several sections and that this should be referenced.

Transportation

Michael Horntvedt, Parametrix, went over the transportation EIS impact methodology portion. He noted that there was a small group transportation methodology meeting held earlier this month. The project will need to determine which of the SR-520 corridor arterial intersections will be examined in more detail. The project team will be distributing a list of proposed intersections to jurisdictions and committees for them to mark which intersections need additional analysis.

Michael said the transportation analysis will be done with a modeling tool that examines each interchange in 3-mile lengths. Michael noted that the quantitative rail impacts description is currently in the wrong section and will be moved to the freight portion of the EIS methodology report. There will be design drawings in the local traffic analysis that will forecast parking effects from alternatives. The transit throughput will be described in the transit service section and that travel time will be the basis for freight improvements.

Lorie Parker mentioned that local street mitigation will not be addressed until the preliminary preferred alternative has been determined. Michael pointed out that the modeling will be dependent to the chosen preliminary preferred alternative.

The following responses were provided:

- The project team has added the City Transit Service Plan to the list of data needs and sources. They will ensure that the project has the most up-to-date pedestrian plan.
- The project will submit the list of intersections to the cities for their concurrence.
- Local analysis will be quantified.
- Transit travel times will be quantified using output data from the freeway analysis tool.
- Updates to the intersection list will be made and distributed for concurrence.
- Major bicycle/pedestrian crossings within the jurisdictions will be analyzed as described in the revised methodology report.
- TDM effects on traffic volumes will be addressed in the report.
- Montlake operates as an arterial, therefore the appropriate choice for modeling its operations is SYNCHRO.
- Analysis will include project impacts to travel times for transit routes on Montlake Boulevard and buses from SR-520 through the University District area.
- Park and ride lots have been included in the methodology report.
- Sensitivity tests will be done and discussed in the cumulative impacts section.
- Length of segment has nothing to do with level of detail of model evaluation.
- Mitigation for impacts to local streets will be designed and will become part of the project description. Sentences stating that mitigation will only be done for the preliminary preferred alternative have been deleted.

During the transportation impact methodology discussion, the following points and questions were given:

- Len Newstrum, Town of Yarrow Point, recommended that the intersection transportation analysis include Points Drive West or 92nd Avenue (on page 64). He is concerned about the cross movements at this intersection. Len would like clarification on the traffic assumptions. He discussed his concerns over false assumptions and their impacts on the nearby residents. He questioned whether a rebuilt Northup could handle increased truck traffic.

- Bernard Van De Kamp, City of Bellevue, questioned whether the group would provide input on the total number of intersections that are to be analyzed. He asked whether this work is limited to 80 intersections. Michael responded that the project team will ask the group to discuss the intersection transportation portion of the analysis.

- Ann Martin suggested that King County be included in the discussions for determining what intersections will be looked at in more detail for the transportation analysis. Ann asked whether there will be a matrix with the 80 recommended intersections with additional intersections noted in another portion. She also wondered whether there will be an area for bicycle/pedestrian path input. Michael responded that they plan on discussing sensitive bicycle areas. He noted that current intersection work is preliminary and they are not necessarily tied to looking at 80 intersections.

- Peter Beaulieu recommended that special consideration be given for transit reliability during peak periods and the potential impacts on transit in the analysis, also with lane management. He asked for clarity on transit reliability (on page 6). Ann Martin would like the alternatives analysis to include their potential impacts on reliable transit. For the decision on lane management, Peter Dewey would like the Executive Committee to consider corridor effects along with regional effects.

- Len Newstrum asked why there is a difference for the Trans-Lake Washington project compared to the I-405 project in describing operational performance, as measuring effectiveness of general purpose and HOV lane traffic (on page 5 of the transportation section). He suggested that the level of service for intersections be measured for the year 2030. He would like the intersection level of service analysis to be compared to the 4-lane alternative, rather than no action. Len recommended that the last sentence in the parking section be clarified further.

Vegetation and Wildlife, Visual Quality, and Water Resources

Lorie Parker described the responses to the comments on the vegetation and wildlife, visual quality, and water resource sections of the EIS impact methodology report. Jenna Friebel, Parametrix, pointed out that she has discussed Sammamish River's status as a receiving body with the City of Redmond and other resources. This will be determined prior to the issuance of the DEIS. Lorie noted that if there is a receiving body for nutrients or other highways, they will use Ecology approved standards (BMP's). For the water resource section, the project will use a qualitative approach for comparing alternatives.

Lorie described the following responses for the vegetation and wildlife, visual quality, and water resources sections:

- Changes in habitat connectivity will be addressed as noted in the revised methodology report.
- Perching/foraging habitat will be addressed as noted in the revised methodology report.

- Shoreline views will be included in the report, as noted in the revised methodology report.
- The project team will look at the suggestion that water resources indirect effects be based on modeling and will respond at a later date.
- This section states that it is assumed that local jurisdictions will successfully petition Ecology to include the Sammamish River as a receiving water. It is assumed that King County and/or the cities of Redmond, Woodinville, and Bothell will provide the technical documentation to Ecology that the Sammamish River should be exempt from flow control, prior to permitting and construction of this project. Therefore, detention for runoff discharging directly to the Sammamish River would not be required for this project.
- In the EIS, pollutant loads for each alternative will be estimated to: (1) characterize the concentration and types of pollutants commonly associated with highway runoff, and (2) to form the basis for comparison between alternatives. The BMPs that will be used to treat runoff from the project are approved by Ecology and their removal rates for pollutants of concern are presumed to be adequate to meet water quality criteria; it is outside the scope of the EIS to demonstrate that approved water quality BMPs function the way they are intended. Receiving water quality will be described in the Affected Environment section of the EIS to identify any water bodies that may be water quality sensitive (such as those identified in basin plans or on the 303(d) list). An example of this would be Lake Sammamish, which has been identified as phosphorus sensitive and would require application of additional water quality treatment BMPs to remove phosphorus prior to discharge.
- The project team noted the comment from Terry Swanson on using Ecology's Western Washington Hydrology Model for facility sizing. The methodology report is not intended to address final design. Final design will be based on the most appropriate model available at the time design occurs. Runoff rates will be calculated using KCRTS to meet a Level 2 flow control as stated in the methodology report. These values will be converted to unit values using a spreadsheet and extrapolated for each basin and each alternative for comparative purposes. During final design the appropriate hydrologic model will be used (KCRTS or WWHM), and detention facilities will be sized for specific project designs.

At this time, discussion yielded the following questions and points:

- Mike Grady, National Marine Fisheries Service (NMFS), asked whether there are any detention requirements and if there are any in-stream flows. If the project is proposing to release stormwater they will need to study the water body effects on in-stream flows.

- Emily Teachout, USFWS, stated that she has information on federal agencies' responsibilities for protecting migratory birds that is to be followed by 2003. She brought a copy of this requirement for Trans-Lake Washington project analysis.

Wetlands

Lorie Parker discussed the responses to the comments on the wetland section of the EIS impact methodology report. She noted that the wetland mapping sources will be provided.

Lorie provided an explanation for the wetland methodology responses:

- The project team noted the Ecology comment concerning the use of WSDOT Wetland Functions Characterization Tool. The final design will be based on the most appropriate model available at the time design occurs.
- In response to the suggestion to use the Washington State Wetland Functional Assessment Method instead of the WSDOT method, the project team stated that this is not consistent with Ecology's comments and that the WSDOT assessment approach is appropriate for use on linear projects and is considered best available science.
- The existing conditions summary will indicate differences/similarities between the field inventory and existing wetland mapping (NWI, county inventory, etc.).
- The EIS will address changes in wetland hydrology and habitat that occur as a result of road construction, including effects that occur upstream or downstream of the construction area.

For the wetlands section, the following questions and points were discussed:

- Len Newstrum pointed out that the Yarrow Bay wetlands were mapped 20 years ago. He noted that the wetlands boundary reaches the edge of Points Drive. He recommended that the project retrieve the most accurate boundary for these wetlands as possible.

- Jonathan Freedman would like the project not to rely too heavily on existing sources and to avoid mistakes on wetland delineation. He would like the project to not overlook indirect effects, fill materials, and groundwater flow, in order to prevent mitigation difficulties. He asked for more discussion on wetland delineation before the ROD (record of decision) or FEIS. Lorie noted that the project team plans on sharing mapping data and completed work this summer with the Trans-Lake Washington project committees. Jim Leonard, FHWA, stated that the project team may need to provide GIS level detail for wetland delineation analysis.

- Mike Grady, NMFS, asked if the analysis will include a watershed map.

- Peter Beaulieu, PSRC, questioned whether there will be a net improvement for impacts, especially considering current water quality impacts. With the last I-90 corridor expansion there has been improved stormwater runoff treatment.

RESPONSES TO COMMITTEE COMMENTS ON TDM PROGRAM

John Shadoff and Jean Mabry, WSDOT, responded to the Technical Committee's comments on the proposed TDM program. John highlighted changes, such as that pricing will be dealt with separately as an other element of the program. Also, he stated that the TDM program elements were altered to be compatible to the I-405 project. The project team will change the numbers to reflect a 30-year timeframe, instead of a 20-year timeframe.

Jean Mabry discussed specific changes and pointed out that updates were signified in italic type face. Mostly there were added clarifications and definitions for the TDM elements. An acknowledgment to the primary goals was added, which generally described support for HOV lanes, increased public awareness for all transportation modes, limitation to land use methods, and convenient access for non-motorized vehicles in a tiered approach.

Jean stated that TDM programs would include employers and the non-public sector. The report describes multiple strategies for carpooling, including providing incentives for employer-based carpooling. Commute trip strategies will reach out to other markets, such as for high school functions and little league, and other community type markets. There will be some overlap for the Trans-Lake Washington project TDM program and the I-405 project, although the Trans-Lake TDM program will be developed separately. The project team is working on developing more incentives and methods for implementing the TDM program. The project team aims to start TDM work fall 2002. She asked that any additional TDM comments be returned by May 31. A revised TDM program report will be electronically distributed in June.

For the TDM portion, the following questions and points were made:

- Len Newstrum, Town of Yarrow Point, suggested having an impartial representative review the TDM program in order to successfully have the Executive Committee approve the program. He asked how will TDM effectiveness be measured. John Shadoff noted that a TDM roundtable has been developed with PSRC to review the program impartially. Len asked why not move some of the TDM suggestions now. Peter Beaulieu, PSRC, stated that PSRC would like to look at dynamic scheduling before moving forward specific TDM strategies. He suggested adding a description on the true cost per person, which includes the government's cost.

- Peter Beaulieu noted that the share of work trips during the peak period might be enough, although potential trip changing should be included in the analysis. He pointed out that a lot of the TDM work is dependent on funding. He wondered if daily trip percentages could be added to the analysis.

- Jonathan Freedman, EPA, described how the I-405 project had difficulties measuring TDM effectiveness. He asked if there was any way to refine measuring methods. He wondered if there was a way to measure day over reliability and trip times (providing variable trip times).

PROGRESS MADE ON INTERCHANGE SELECTION, UPDATE ON PROJECT AND MANAGED LANES APPROACH

Les Rubstello, WSDOT, reviewed progress made on interchange selections. He described how the proposed I-5 interchange improvements would eliminate the southbound Mercer weave. The most challenging proposed interchange improvement has been at the Montlake Boulevard. In the 4-lane alternative, Montlake interchange remains unchanged. Proposed 6-lane alternative improvements include adding a parallel bridge next to the Montlake Bridge and an arterial HOV lane to Pacific Street. Access ramps would come out from the center SR-520 roadway to the outside and a bus ramp would be added for direct HOV access. The Lake Washington Boulevard ramps are brought into Pacific Street accessing under or over SR-520.

There are no changes proposed through the Points communities. Proposed I-405 intersection improvements would provide access from Kirkland to Seattle and from Bellevue to Kirkland with two sets of interchanges. There are difficulties with 124th Avenue that are being worked out. A proposed HOV lane has been added at Northup Boulevard accessing SR-520. Les pointed out that the intent is to build more carrying capacity on Northup Avenue. Proposed right-of-way costs at the I-405 interchange would be 600 million dollars, although the project team will work on reducing these costs. The Redmond interchange work will be completed after meeting with Redmond officials.

The following points and questions were yielded, at this point:

- Jonathan Freedman, EPA, asked if the Montlake Boulevard tunnel to Pacific Street is only for the 8-lane alternative. He asked whether the tunnel option is for the 6-lane option to be done at a later date after it has been studied for the 8-lane option. Les responded that the 6-lane alternative could have a tunnel and that there are opportunities to mix and match improvements.

- Jim Leonard, FHWA, asked if the interchange costs are split between the I-405 project and the Trans-Lake Washington project. Les stated that the projects would divide up the costs, which would end up approximately being one billion dollars. Jim also noted that there has been discussion on the difficulties with HOV access being in the center roadway.

Managed Lane Scenarios

There are two separate managed lane scenarios that the Urban Corridors Office is examining. The first tolling scenario has four freeways (I-405, SR 520, SR 509 and the Alaskan Way Viaduct) modeled as being tolled and the second scenario adds in the I-90 and I-5 corridors. Further work will be done on tolling revenue options this June.

The Trans-Lake Washington project has several management scenarios, where they look at cross-lake travel strategies including I-90 and varying pricing times to AM, PM, peak period, and 24-hour time periods. The 4, 6, and 8-lane alternatives would have AM pricing. The 8-lane alternative would have two-plus-two management, leaving the general purpose lanes not priced and allowing HOV traffic the ability to buy into the priced lane.

During the managed lane discussion, the following points and questions were contributed:

- Ann Martin, King County, asked if the lane management scenario will be for the 6-lane or 8-lane alternative on SR-520. She questioned whether both the 6 and 8-lane options could possibly be tolled. Les stated that the lane management scenario would be for the 6-lane alternative. Les responded that the regional analysis will be looking at the 6-lane alternative to test lane management. For the Trans-Lake Washington project analysis, the project team will be looking at 4, 6, and 8-lane alternative lane management and tolling the entire facility.

- Peter Beaulieu, PSRC, questioned the definition of toll and whether this meant fixed or variable pricing. Ann Martin noted that a toll would be added to the facility, while lane management would be done for certain portions of the facility.

- Peter Dewey, University of Washington, would like a textual description for the managed lanes scenarios. He asked what the scenario timeline would be. Reshi Raul, Parametrix, stated that the project team will provide traffic scenarios measuring person and vehicle throughput. He will provide an explanation of the technical basis for determining traffic diversion.

- Eric Chipps, City of Seattle, asked if there has been any consideration for freight to buy into managed lanes.

- Les Rubstello pointed out the attempts to minimize traffic diversion onto similar routes. Traffic diversion occurs when a facility is tolled and users go to an alternate route. This can be mitigated by tolling other, similar routes. The I-90 corridor would be a traffic diversion from a tolled SR-520 corridor, also users might divert to Lake City Way or south arterials. The project team is doing seven separate scenarios for the SR-520 corridor.

- Peter Beaulieu asked why there hasn't been managed lane modeling for the entire region and whether there is a timeframe for this work. Mark Scheibe, Parsons Brinkerhoff, noted that the I-405 project will be looking at a region-wide tolling scenario.

- Ann Martin mentioned that there will be many decisions to make in June. She pointed out that there may be difficulties with funding all the projects and that the Trans-Lake project should recognize that there may be only partial funding available for the next ten years. Maureen Sullivan, WSDOT, described the Executive Committee's Finance Subcommittee meeting on May 14. During the meeting, the project team went over the state funding package and what this specifically meant for the Trans-Lake Washington project. The group discussed potential project phasing principles, such as providing safety for the bridge, improving bridge earthquake retrofitting, and improving the health of Lake Washington. There is a need to look at reducing risk in a functional manner.

- Len Newstrum, Town of Yarrow Point, requested laying out a timeline for accommodating HCT and to provide an explanation for the degrees of diversions at the next Technical Committee meeting.

- Jim Leonard, FHWA, asked to provide a project vision for discussion.

NEXT STEPS

There will be another Technical Committee meeting on Tuesday, June 4, at the North Bellevue Senior Center. This meeting will cover indirect and cumulative effects sections in the EIS impact methodology report. There will be Advisory and Executive Committee meetings scheduled immediately after the Technical Committee in the beginning of June. There will be a follow-up session scheduled to discuss indirect and cumulative impact work on May 30. The project team will be working on refining the EIS impact methodology for the environmental analysis, interchange selection, managed lane scenarios, and the proposed TDM Program; they will share this progress.

ACTION ITEMS

- Submit TDM program comments by May 31. Distribute the revised TDM report to the Technical Committee.

- Schedule follow-up session addressing the indirect and cumulative effects portion of the EIS impact methodology report.

- Provide an optional workshop to share the EIS data after the next collection point.

- Provide interchange drawings to Technical Committee meeting participants.

- Reshi Raul, Parametrix, Parametrix will provide traffic scenarios measuring person and vehicle throughput and an explanation of the technical basis for determining traffic diversion.

MEETING HANDOUTS

- Agenda
- Trans-Lake Washington Project EIS Methodology Report- DRAFT 5/10/02
- Air quality EIS Impact Methodology and response matrix
- Response matrix for previous version of the Trans-Lake Washington Project EIS Methodology Report- DRAFT 4/3/02
- Transportation Demand Management Element Definition and Evaluation Report
- Final List of Pricing/Managed Lanes Scenarios Being Evaluated for SR 520 (5/13/02)
- Draft April 10 Technical Committee meeting summary

MEETING ATTENDEES

Technical Committee Members

Present	Name		ORGANIZATION
X	Bowman	Jennifer	Federal Transit Administration
	Brooks	Allyson	Washington State Office of Archaeology and Historic Preservation
	Conrad	Richard	City of Mercer Island
X	Cushman	King	Puget Sound Regional Council (Peter Beaulieu)
X	Dewey	Peter	University of Washington
X	Fisher	Larry	Washington State Department of Fish and Wildlife
X	Freedman	Jonathan	U.S. Environmental Protection Agency
X	Godfrey	Dave	City of Kirkland
X	Grady	Mike	National Marine Fisheries Service
	Kennedy	Jack	U.S. Army Corps of Engineers
	Kennedy	Steve	Sound Transit
	Kenny	Ann	Washington Department of Ecology
X	Kircher	Dave	Puget Sound Clean Air Agency (Paul Carr)
X	Leonard	Jim	Federal Highway Administration
	Marpert	Terry	City of Redmond
X	Martin	Ann	King County Department of Transportation
X	Newstrum	Len	Town of Yarrow Point
	Rave	Krista	U.S. Environmental Protection Agency
	Pratt	Austin	U.S. Coast Guard, 13th District
X	Sanchez	Susan	City of Seattle (Eric Chipps)
X	Schulze	Doug	City of Medina
X	Sparrman	Goran	City of Bellevue (Bernard Van De Kamp)
X	Sullivan	Maureen	WSDOT – NW Region
X	Swanson	Terry	Washington Department of Ecology
X	Teachout	Emily	U.S. Fish and Wildlife Service
	Wasserman	Mitch	City of Clyde Hill
X	Willis	Joe	Town of Hunts Point

Other attendees

Paul Carr, Puget Sound Clean Air Alliance

Project Team
Les Rubstello, WSDOT
Barbara Gilliland, Sound Transit
Lorie Parker, CH2M Hill
Anne Sienko, CH2M Hill
Michael Horntvedt, CH2M Hill
Jenna Friebel, Parametrix

Susan Wessman, Parametrix
Jane Farquharson, PSTC
John Shadoff, WSDOT
Jean Mabry, WSDOT
Pat Serie, EnviroIssues
Brad Hoff, EnviroIssues
Jennifer Cannon, EnviroIssues

JJC